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AD NUMBER

AD389785

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FROM:

DoD Controllintg Organization: Department  
of the Army, Office of the Adjutant  
General, Washington, DC 20310.

AUTHORITY

12 Feb 1969 per DoDD 5200.10 document  
marking; Adjutant General's Office [Army]  
ltr dtd 29 Apr 1980

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DEPARTMENT OF THE ARMY  
OFFICE OF THE ADJUTANT GENERAL  
WASHINGTON, D.C. 20310

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IN REPLY REFER TO

ACAM-P(M)(19 Jul 67)FOR (OT-R)-670038

25-5547-1007

AD389785

SUBJECT: Operational Report - Lessons Learned, 17th Combat Aviation Group (U) Headquarters

TO: SEE DISTRIBUTION

9 Operational rept. for quarterly period ending 31 Jan 67.

1. Forwarded as inclosure is Operational Report - Lessons Learned, Headquarters, 17th Combat Aviation Group for quarterly period ending 31 January 1967. Information contained in this report should be reviewed and evaluated by CDC in accordance with paragraph 6f of AR 1-19 and by CONARC in accordance with paragraph 6c and d of AR 1-19. Evaluations and corrective actions should be reported to ACSFOR OT within 90 days of receipt of covering letter.

2. Information contained in this report is provided to the Commandants of the Service Schools to insure appropriate benefits in the future from lessons learned during current operations, and may be adapted for use in developing training material.

BY ORDER OF THE SECRETARY OF THE ARMY:

11 12 Feb 67

12 32 p.

1 Incl  
as

Kenneth G. Wickham

KENNETH G. WICKHAM  
Major General, USA  
The Adjutant General

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DEPARTMENT OF THE ARMY  
HEADQUARTERS 17TH COMBAT AVIATION GROUP  
APO San Francisco 96240

AVGD-SC

12 February 1967

SUBJECT: Operational Report for Quarterly Period ending 31 January 1967.  
RCS CSFOR-65

TO: See Distribution

## SECTION I: SIGNIFICANT ORGANIZATIONAL OR UNIT ACTIVITIES

### 1. (C) General

a. Mission: The 17th Combat Aviation Group is to provide aviation support, as directed, to United States Republic of Vietnam, and other Free World Military Assistance Forces for the conduct of combat, logistical or other counterinsurgency operations.

### b. Organization and strength as of 31 January 1967

#### (1) HHC 17TH COMBAT AVIATION GROUP

HHC 10TH CAB	HHC 14TH CAB	HHC 52D CAB	HHC 223D CSAB
48TH AHC	161ST AHC	119TH AHC	18TH UAC
117TH AHC	174TH AHC	155TH AHC	131ST SAC
129TH AHC	282D AHC	170TH AHC	185D RAC
281ST AHC	196TH ASHC	179TH AEHC	219TH RAC
180TH ASHC			220TH RAC

CAG = Combat Aviation Group  
CAB = Combat Aviation Battalion  
CSAB = Combat Support Aviation Battalion  
RAC = Reconnaissance Airplane Company (O-1)  
UAC = Utility Airplane Company (U1-A)  
SAC = Surveillance Airplane Company (OV-1)  
AHC = Assault Helicopter Company (UH-1)  
ASHC = Assault Support Helicopter Company (CH-47)

#### (2) Group strength as of 31 January 1967

DOWNGRADED AT 3 YEAR INTERVALS:  
DECLASSIFIED AFTER 12 YEARS  
DDO DFR 5200.10

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## STRENGTH AUTH/ASGD

	<u>OFFICER</u>	<u>WARRANT OFFICER</u>	<u>ENLISTED</u>
Hq 17th Cbt Avn Gp	18/29	2/5	65/122
10th Cbt Avn Bn	100/149	241/201	1269/1349
14th Cbt Avn Bn	63/108	162/103	630/731
52d Cbt Avn Bn	86/144	188/162	1190/1129
223d Cbt Avn Bn	195/172	37/58	870/1123
TOTAL	462/602	630/529	4224/4454

### (3) Aviator Strength.

17th Cbt Avn Gp is authorized 90% of TOE strength.

<u>UNIT</u>	<u>90% AUTH/ASGD</u>
Hq 17th Cbt Avn Gp	11/24
10th Cbt Avn Bn	299/328
14th Cbt Avn Bn	195/200
52d Cbt Avn Bn	238/280
223d Cbt Avn Bn	197/210
TOTAL	940/1042

(4) Group organization and structure including assigned, attached, and units under OPCON is shown in Inclosure 10.

### c. Command Relationship

(1) Col John W. Marr, Infantry, Commanded the 17th CAB throughout this reporting period.

### (2) Change of command

a. On 15 November 1966, LTC William R. Ponder, Armor, assumed command of the 14th CAB, vice LTC Samuel P. Kalazian, Inf.

b. On 21 December 1966, LTC Paul C. Smithy, TC, assumed command of the 52d CAB, vice LTC Foy Rice, Inf.

### d. Organizational Changes

(1) On 31 December 1966 two (2) medium airplane companies

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(GV-2 Carribou) were withdrawn from the 223d CSAB and transferred to the US Air Force.

(2) The 196th ASHC (OH-47) advance party arrived in country at Nha Trang, RVN on 21 January 1967. This unit is assigned to the 14th CAB at Camp Lane, An Son, RVN. Operational date will be determined upon arrival of aircraft and main body personnel.

## 2. (C) Intelligence

### a. Escape & Evasion

(1) A full time E-E Officer arrived 1 January 1967 at 17th CAG. Quotas for the USAF Pacific Jungle Survival School are being filled by E & E Officers and OV-1 aviators. Survival vests have been issued to the 131st Aviation Company, and light weight individual survival kits are on order for the other units. Plastic Evasion Maps have been issued to all units.

## 3. (C) Operations and Training Activities

a. Plans: Support of all major operations requiring aviation support within II CTZ was planned and supported by 17th CAG. CG, IFORCEV initiated requests for aviation support for all operations that were conducted during this period.

### b. Operations

(1) Narrative Summary of Significant Operations supported by 17th CAG assigned units.

Operation	AVN Units	Opn Dates	Major Unit (s)
Paul Revere	117th AHC 155th AHC 170th AHC 179th ASHC	18 Oct - 31 Dec	2 Bde 4th Inf Div
Sam Houston	155th AHC 170th AHC 179th AHC	1 Jan-TBA	2 Bde 4th Inf Div
Pickett	117th AHC 129th AHC 180th ASHC	8 Dec - 20 Jan	1st Bde 101 Abn Div
Geronimo I	48th AHC 117th AHC 129th AHC 179th ASHC	15 Oct - 4 Dec	1st Bde 4th Inf Div

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Adams	48th AHC 117th AHC 129th AHC 179th ASHC 180th ASHC	26 Oct - TBA	1st Bde 4th Inf Div
Faragut	117th AHC 129th AHC 180th ASHC	26 Jan - TBA	1st Bde 101st Abn Div
Thayer II	119th AHC 179th ASHC	3 Sep - 14 Jan	1st Cav Div
Attleboro	117th AHC 170th AHC	10 - 21 Nov	II Force V
Omega	170th AHC	Recurring	5th SFG
Shining Brass	155th AHC 170th AHC	Recurring	5th SFG
Tac Pong III	161st AHC 174th AHC 180th AHC	17 - 20 Dec	ARVN
Phu Long 511	161st AHC 174th AHC 180th AHC	13 - 15 Dec	ARVN
Maeng Ho VI	161st AHC 174th AHC 180th AHC	4 Oct - 9 Nov	CAPROK Inf Div
Maeng Ho VII	161st AHC 174th AHC 180th AHC	11 - 25 Nov	CAPROK Inf Div
Maeng Ho VIII	161st AHC 174th AHC 179th AHC 180th AHC	3 Jan - TBA	CAPROK Inf Div
Chong Song	161st AHC 174th AHC 179th AHC 180th ASHC	3 Jan - TBA	CAPROK Inf Div
Ma Do I	161st AHC 174th AHC 180th ASHC	21 Jan - TBA	3th ROK Inf Div

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Baek Ma I	161st AHC	28 Jan - TBA	9th ROK Inf Div
	174th AHC		
	179th AHC		
	180th ASHC		
Crazy Horse	174th AHC	31 Oct - 4 Dec	1st Cav Div

## c. Training

(1) Personnel from the 10th, 14th, and 52d CAB received training for handling and use of XM 27 mine and XM 47 mine dispersing subsystem. Each battalion sent 10 personnel for training which was conducted during January 1967.

(2) Newly arrived aviators have received unit training and standardization.

(3) Aviators from A Company, 4th Infantry Aviation Company trained with 14th and 52d CAB's. Training included in-country checkout and flying in combat heliborne operations.

(4) Escape and Evasion training in the Philippines is currently being conducted for OV-1 and O-1 Pilots. An active program for T&E training is being formulated by 17th CAG.

(5) Mechanics from all units are continuing to attend AANTAP courses.

## 4. (C) Logistical Activities

### a. Maintenance Activities

(1) During reported period average aircraft availability was 75.4, average EDP rate was 8.7, and EDM rate was 15.9.

## 5. (C) Signal

### a. Equipment:

(1) The Group Signal section and signal sections of each battalion are still experiencing shortages of teletype and single side band radios. MTOE's have been submitted adding sufficient quantities of equipment, however, the items are not available for issue. With a few exceptions, most of the SSR radios on hand have been removed from aircraft and palletized for ground operations.

(2) Additional equipment shortages which prevail throughout the Aviation Group, and evidently throughout Vietnam, is the shortage of PP-34 and PP-1104 power supplies. These items are needed to provide DC power for operation of dismounted radios.

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## b. Communications:

(1) The Group Signal Section has performed command inspections of each of its battalion command centers except the 223d CSAR Command Center. This battalion will be inspected during the month of February. The command inspections were held prior to the annual security inspection conducted by the 313th RRU unit. All units scored high.

## 6. (U) Aviation Medicine.

a. Facilities. The addition of an OA Dispensary in the 17th Combat Aviation Group area will lighten the sick-call load, and free the Group Surgeon to treat only flying personnel. The dispensary became operational on 25 January 67, and will treat all non-flying personnel in the Long Van Complex.

b. Personnel. Geographical displacement of companies away from the Battalion area has placed a burden upon the proper utilization of Flight Surgeons. Whereas 200 flying personnel can be easily taken care of by one Flight Surgeon, 100 flying personnel in two separate locations requires two Flight Surgeons. Flight Surgeons are therefore being limited to treating and are not being afforded the opportunity to investigate other aspects of Aviation Medicine. Additional Flight Surgeons are required to handle situations aggravated by geographical displacement of Aviation units.

## 7. (U) Flight Safety

### a. Period 1 November 1966 - 31 January 1967

	<u>RW</u>	<u>FW</u>	<u>TOTAL</u>
Major Accidents	29	10	39
Combat Losses	3	4	7
Forced Landings	8	2	10
Precautionary Landings	14	13	27
Incidents	17	5	22

### b. Aircraft Accidents

<u>MONTH</u>	<u>RW</u>	<u>FW</u>	<u>TOTAL</u>	<u>RATE</u>	<u>FATALITIES</u>
November	11	3	14	41.7	8
December	13	5	18	59.1	6
January	5	2	7	23.3	1

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## c. Combat Attrition

<u>MONTH</u>	<u>RW</u>	<u>FW</u>	<u>TOTAL</u>	<u>FATALITIES</u>	<u>MISSING</u>
November	2	1	3	9	0
December	1	1	2	0	6
January	0	2	2	2	0

## Incidents

	<u>R/W</u>	<u>F/W</u>	<u>P/L</u> <u>R/W</u>	<u>F/W</u>	<u>F/L</u> <u>R/W</u>	<u>F/W</u>
November	4	3	7	4	2	0
December	9	0	2	4	2	1
January	4	2	5	5	4	1

e. Cumulative accident rate per 100,000 hours flying time during period: 41.1

## Part I Observations (Lessons Learned)

### 1. (U) Personnel

#### a. Item - Infusion

Discussion: Two infusion programs were undertaken. On 10 November a total of 10 aviators and 36 EM were infused between the 179th ASHC and the 180th ASHC. On 20 December a total of 18 aviators were infused with the 4th Aviation Battalion, 4th Inf Div. The merits of large scale infusion of newly arrived units versus retention of unit integrity is always debatable. However, since curtailment of aviators is not acceptable as a means of overcoming a DEROS hump, large scale infusion becomes the most acceptable means to this end. The Group plan for infusion of newly arrived helicopter companies entails use of aircraft slices. An aircraft slice included one helicopter crew (two aviators, two crew members) and a representative slice of other backup maintenance personnel. Each slice included two officers and six EM, the same overall ratio between officers and EM in the company aggregate. Since 17th Group presently has 10 assault helicopter companies assigned, each company can provide two aircraft slices for infusion, with personnel of varying DEROS. In this way, the newly arrived unit will have no DEROS hump after becoming operational.

Observation: The infusion programs conducted during this period have proven successful in reducing the impact of DEROS humps.

#### b. Item - Personnel Shortages

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Discussion: Even though the aggregate strength of the Group remained high, personnel short-ages in certain critical areas has an adverse effect on operations. Infantry trained personnel (11B) who serve as gunners, path finders, and members of the security force, fell short because of heavy rotation and requisition short fall. Aircraft Tech Inspectors (MOS 67W) fell to 29% because of rotation and failure to requisition shortages. The basic aircraft maintenance series (MOS 67 and 68) fell to 77% because of rotational loss and requisition short fall. A large percentage of 67 MOS personnel are school trained in the basic aircraft maintenance MOS, but are not sufficiently skilled to be capable of supervising. The major problem therefore, is not one of numbers, but of skill level among the number assigned.

Observation: Necessary corrective action has been taken to help resolve the replacement problem. Steps taken include directing subordinate units to properly requisition against authorized strengths, informal discussion with higher headquarters regarding replacements, and submission of emergency requisitions when deemed necessary.

## 2. (C) Intelligence

### a. Item: Enemy Use of Friendly Telephones

Discussion: Prior to and during the mortar attack on Camp Holloway Army Air Field, 6 and 9 January 1967, an unidentified person made telephone calls to the control tower and defensive bunkers. The enemy has used the existing communication system to create confusion as well as gain information on the defensive posture of US Forces. A telephone line check showed evidence of line tapping inside the perimeter. Individual calls were made to the tower warning of an impending attack and to a bunker requesting information. The telephone still remains an insecure means of communication of which the enemy can gather information, or make deceptive calls.

Observation: Continue emphasizing telephone and radio security. Utilize operational codes to avoid talking around a classified subject. Establish positive identification of the person on the other end.

### b. Item: Homing Device for UH-1 Helicopters

Discussion: Survival radios now in use and newer models soon to be issued, transmit a "Beeper" signal for homing purposes. The Hueys can monitor this frequency, but do not have the ability to "home" on the signal.

Observation: Ability to "home" on "Beepers" signal (UHF 2430) would aid in locating downed aircrews.

### c. Item: Survival and E & E Training

Discussion: Survival and E & E Training of aircrews while in-country poses many problems. Operational commitments preclude lengthy

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training programs and the dispersion of Army Aviation Units makes assembly of students difficult. There are no jungle areas in-country that could provide a secure training area. The logistical, administrative, and manpower support required by an in-country school would be burdensome.

Aircrew members of OV-1 units, by the nature of the missions flown, require thorough E & E Survival Training. This is also true, to a lesser extent of O-1 and other fixed wing units. Helicopter crew members have a decidedly reduced need for E & E/Survival Training as helicopter units generally are able to affect pick-up of their downed personnel rapidly. Several factors permit this situation:

- a. Helicopters are normally employed in formations with recovery ships designated.
- b. The means of extraction (another helicopter) is readily at hand.
- c. Most missions are within a relatively close radius of friendly bases.

Observation: Out of country training in E & E and survival is the most practical solution to this problem. Survival & E & E training should be conducted for selected aviators in CONUS particularly to personnel earmarked for combat F/W assignment.

## 3. (C) Operations

### a. Item - ROK Aviation Support

Discussion: Continued increases in ROK operations have demanded increased aviation support. This support has been provided on an austere basis due to US Force commitments and limited aviation assets.

Observation: ROK Infantry Divisions in Vietnam should be provided with organic aviation comparable to that of a US Infantry Division.

### b. Item - Other FVMAF Aviation Support

Discussion: An ever enlarging share of aviation support is being provided other FVMAF for combat, logistical and other operations. In some cases aircraft are committed to missions that could be accomplished by surface means if properly planned.

Observation: Other FVMAF learn through experience with aviation units and better understanding of aviation support under stress of combat conditions. Active and forceful LNO rapidly educate units on proper use and employment of aircraft. Some missions are limited unless complete mission details are provided to insure proper utilization.

## 4. (C) Logistics

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a. Item: Transportation through aerial ports

Discussion: On several occasions during the period we have experienced difficulty with shipments through aerial ports. On two shipments, involving two 45 KW Generators (8,000 lbs) each time, it took at least 2 days to obtain information of the status of the shipments. One shipment of two 45 KW Generators (8,000 lbs) was shipped as scheduled, but due to an erroneous shipping code, the items were off-loaded at the wrong port. (The wrong code was assigned at depot, not by transportation personnel). The difficulty was encountered trying to locate the shipment and its disposition. After verification that the items were shipped, it took 2 days of phone calling to get the aerial port at Da Nang to admit that they had in fact received the shipment of two 45 KW Generators, it took several days to determine if the items had actually been shipped, and if so, where they were then located. There was much misinformation on this as to when the items were shipped, mission numbers, where items should be, etc. Actually items were loaded on A/C, then off-loaded and put back in aerial port. The ATCO (at CRB) was not informed of this, thus accounting for much of the misinformation. Other shipments through aerial ports have had items missing upon arrival at destination. Some items were later located, most were not. 20 pumps were presented for shipment at Saigon, destination Nha Trang. When picked up at Nha Trang, only 17 were shown on the document. Phone calls were made by 17th Aviation Group to Saigon. The next day we were informed to pick up 3 more pumps at Nha Trang Aerial Port.

Observation: It appears that an improved system, or more coordination between ATCO's and Air Force, is necessary for better control of shipment and receipt of cargo. Also, security of shipments must be improved with a system to determine if losses are occurring while in flight or while at the aerial port.

b. Item: Motor Transportation Support

Discussion: During a recent unit move, with discharge at Nha Trang, TMA was called upon to provide additional vehicles to supplement unit's TOE vehicles. No vehicles of the type required were available at TMA, Nha Trang. As a result we had to borrow flat bed trailers, and tractors, plus additional tractors from other units in the area.

Observation: That TMA Nha Trang should be provided with type vehicles required to adequately perform transportation support mission.

c. Item: UH-1C Maintenance

Discussion: Units equipped with 1964 and 1965 series UH-1C aircraft have experienced considerable difficulty with the collective friction collet assembly. The retaining nut tightens in flight and breaks wire safeties, thus requiring a recheck of collet friction. This check requires approximately 2 man hours plus a functional test flight.

Observation: MWO 55-1520-211-30/14 (Improved Collective Mast Friction Device) dated 14 November 1965 provides a fix for this problem and

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should be applied as soon as possible. A check with the 14th Transportation Battalion (AM&S) revealed that the subject MWO Kits are not available in RVN.

5. (C) Signal

a. Item: Common user telephone and teletype systems.

Discussion:

(1) Aviation Battalions and isolated companies operating in the I and II Corps areas have a very difficult task of communicating with their senior headquarters through the common-user telephone and teletype system. Although the system is adequate for normal administrative traffic, it does not provide our units with the means of passing perishable, quick reaction, operational traffic.

Observation:

(1) Aviation units when not co-located with their senior headquarters should have sole-user voice circuits with their next higher headquarters.

6. (U) Medical

a. Item: Flight Physicals

Discussion:

Enlisted men desiring Class I Physicals and flying personnel desiring Class III Physicals, found it difficult, on many occasions, to obtain the services of a Flight Surgeon. This was due to accomplishment of their own pressing duties, and geographical dislocation away from the Flight Surgeon.

Observation: Battalion Surgeons have agreed to give physicals at Battalion level to all people, who, in their opinion, would be in need of a physical during the coming year tour. The physical would be accomplished prior to assignment down to company level. It is expected that this will considerably reduce the confusion and travel time heretofore encountered.

b. Item: Survival

Discussion:

All flying personnel should routinely check survival equipment, emphasize water availability on the aircraft, be familiar with first-aid procedures, and should know possible safe havens in the area such as Special Forces Camps.

Observations:

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The training of Escape and Evasion Officers, the availability of Escape and Evasion Maps, the use of survival training schools such as the U. S. Air Force school at Clark Air Force Base, and the projected lecture series of the Group Surgeon and the Group Escape and Evasion Officer should make all flying personnel AWARE of the need to think SURVIVAL on each flight in the Republic of Vietnam.

## 7. (U) Safety

### a. Item: Accident Reporting Procedures

Discussion: The practical aspect of aircraft accident investigation very often presents a problem in the field due to personnel turbulence and the variance of established USARV combat zone reporting procedures with CONUS procedures. The questions usually asked by new unit safety officers are primarily concerned with what form to use, is a board required and what reports are required in each specific incident? Research of Regulations is often not practical in the combat environment.

Observation: A chart (Incl 9) was devised which gives immediate information by type of incident on reports required, type of investigation and number of investigating officers required. This chart is a handy quick reference for use in the field by operational unit safety officers.

## Part II, Recommendations

### 1. Personnel

- a. No recommendations
- b. No recommendations

### 2. (U) Intelligence

- a. Recommend a hearing device be installed on at least two (2) OV-1 per company or that RDF devices currently employed, be modified to accommodate UHF Guard Frequency (243.0).

*FOR-AN* b. Recommend that fixed wing aircrew members be sent to a jungle survival school prior to arriving in-country. Priority to be as follows:  
First Priority: OV-1 aircrews to include enlisted observers.

Second Priority: O-1 Pilots.

Third Priority: All others.

### 3. (C) Operations

- a. Recommend that action be taken to provide ROKA Divisions in

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Vietnam aviation elements similar to those in US Divisions.

b. Recommend that 1st Aviation Brigade STOH orientation and briefings to include acquainting FVMAF with the capabilities and limitations of of US aviation units be continued. Continued command emphasis on proper employment of critically short aviation assets will improve utilization and permit more economical allocation of aviation assets.

## 4. (U) Logistics

a. No recommendation

b. No recommendation

c. Recommend that action be taken to expedite the receipt and distribution of MWO 55-1520-211-30/14 kits to all units in RVN owning 1964 and 1965 series UH-1C Aircraft. *DESLAY*

## 5. (C) Signal

Recommend that aviation units be given a high priority for obtaining sole-user circuits. Group headquarters, ~~each~~ battalion, should have at least one sole-user voice and one teletype circuit to base camp. When a battalion headquarters is operating from a forward field location, it is recommended that there be one common-user voice circuit, one sole-user voice circuit, and one sole-user teletype circuit from group to battalion.

## 6. (U) Medical

a. No recommendation

b. No recommendation

## 7. (U) Safety

No recommendation

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*John W. Marr*  
JOHN W. MARR  
Col, Infantry  
Commanding

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## PERSONNEL STATISTICS

<u>INIT</u>	<u>AUTHORIZED</u>	<u>ASSIGNED</u>	<u>KIA</u>	<u>WIA</u>	<u>MIA</u>
Hq, 17th Cbt Avn Gp					
Nov	85	138	0	0	0
Dec	85	183	0	0	0
Jan	85	156	0	0	0
10th Cbt Avn Bn					
Nov	1464	1663	5	0	0
Dec	1464	1609	4	0	0
Jan	1610	1699	1	3	0
14th Cbt Avn Bn					
Nov	970	1030	0	0	0
Dec	970	889	0	0	0
Jan	1055	942	0	0	0
52d Cbt Avn Bn					
Nov	1397	1309	6	1	0
Dec	1397	1355	1	0	0
Jan	1464	1435	0	5	0
223d Cbt Avn Bn					
Nov	1592	1508	3	1	2
Dec	1132	1361	0	1	1
Jan	1102	1353	0	2	1

Incl 1

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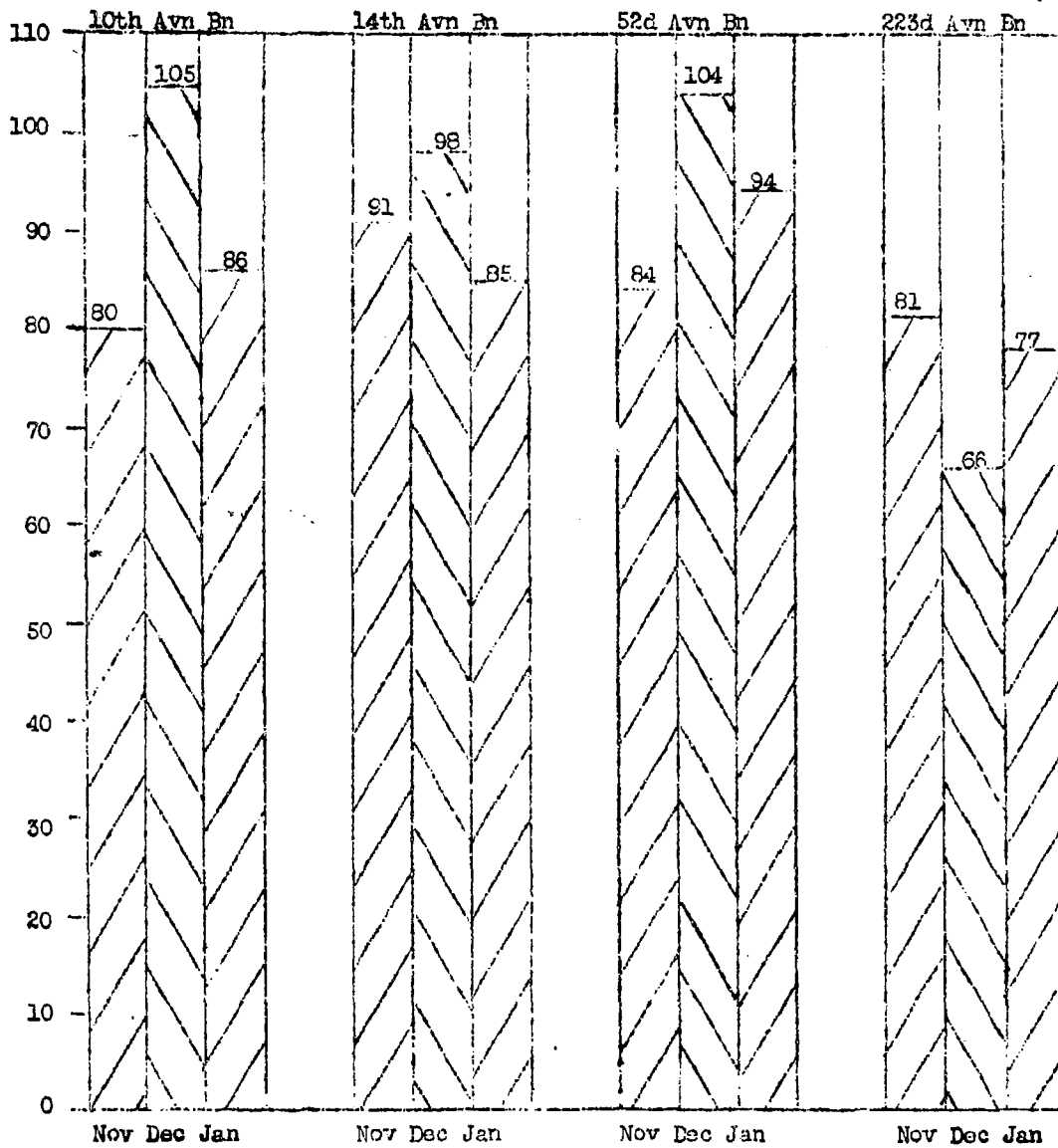
The average aircraft availability during the period was as follows:

<u>Aircraft Type</u>	<u>Availability</u>	<u>edm</u>	<u>edp</u>
UH-1B	76.4	17.6	6.0
UH-1C	71.4	12.4	16.2
UH-1D	79.9	12.3	7.8
CH-47A	66.2	23.8	10.0
O-1	89.6	6.6	3.8
U-6A	73.3	22.4	4.3
OV-1	80.4	5.0	14.6
U-3A	75.9	21.4	2.7

Incl 2

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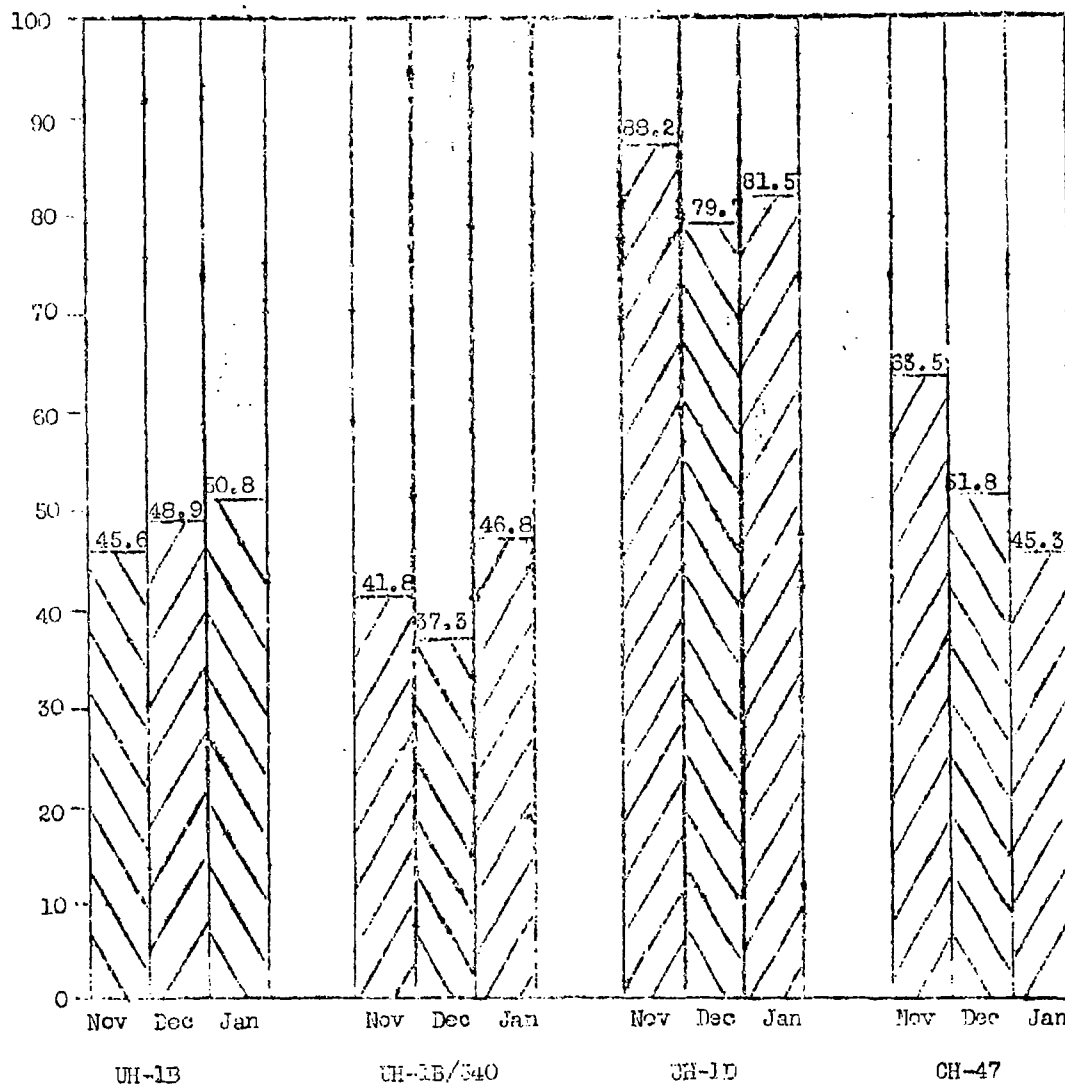


PERCENTAGE OF PRESENT FOR DUTY STRENGTH OF AUTHORIZED AVIATORS

Incl 3

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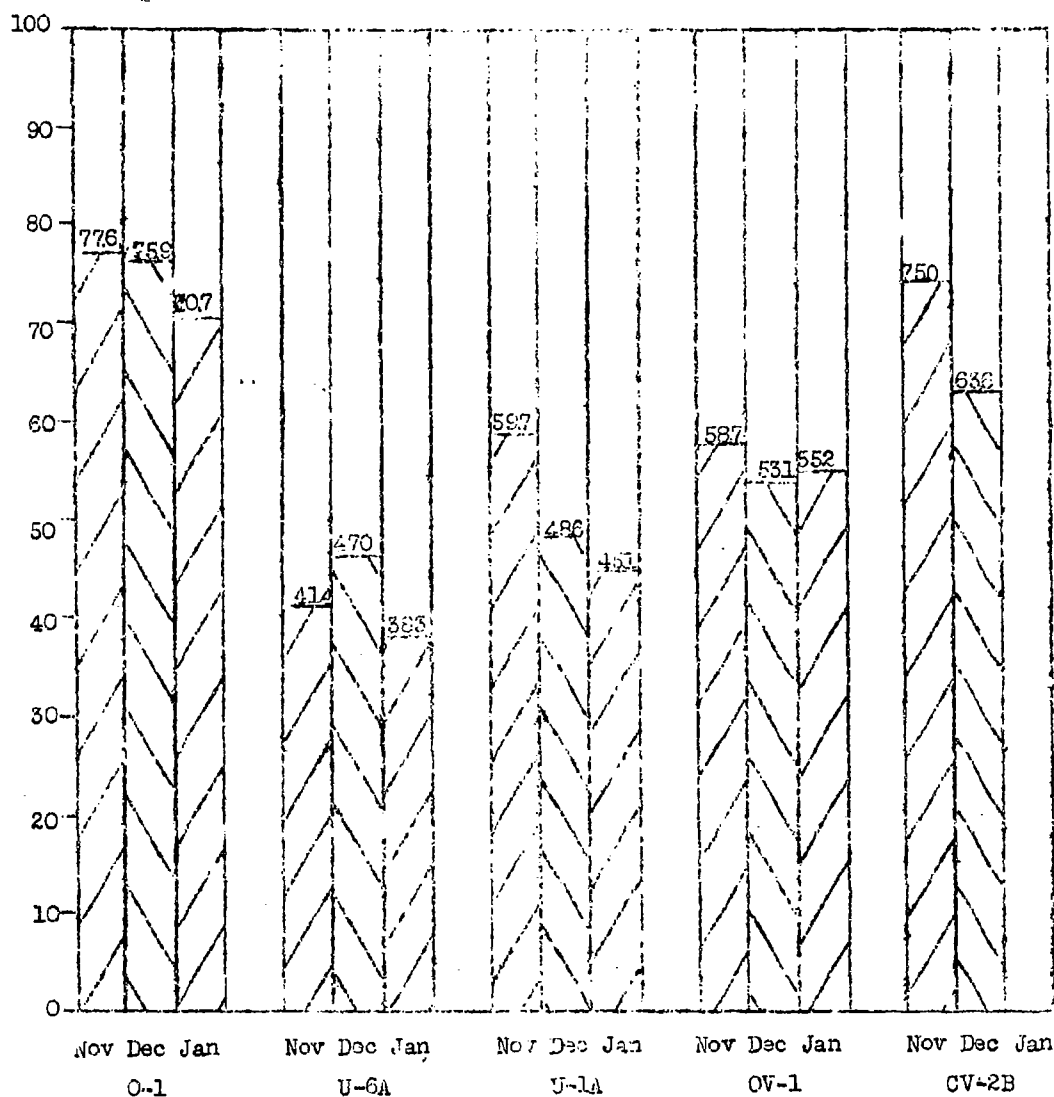
AVERAGE FLYING HOURS BY TYPE AIRCRAFT

ROTARY WING

Incl 4

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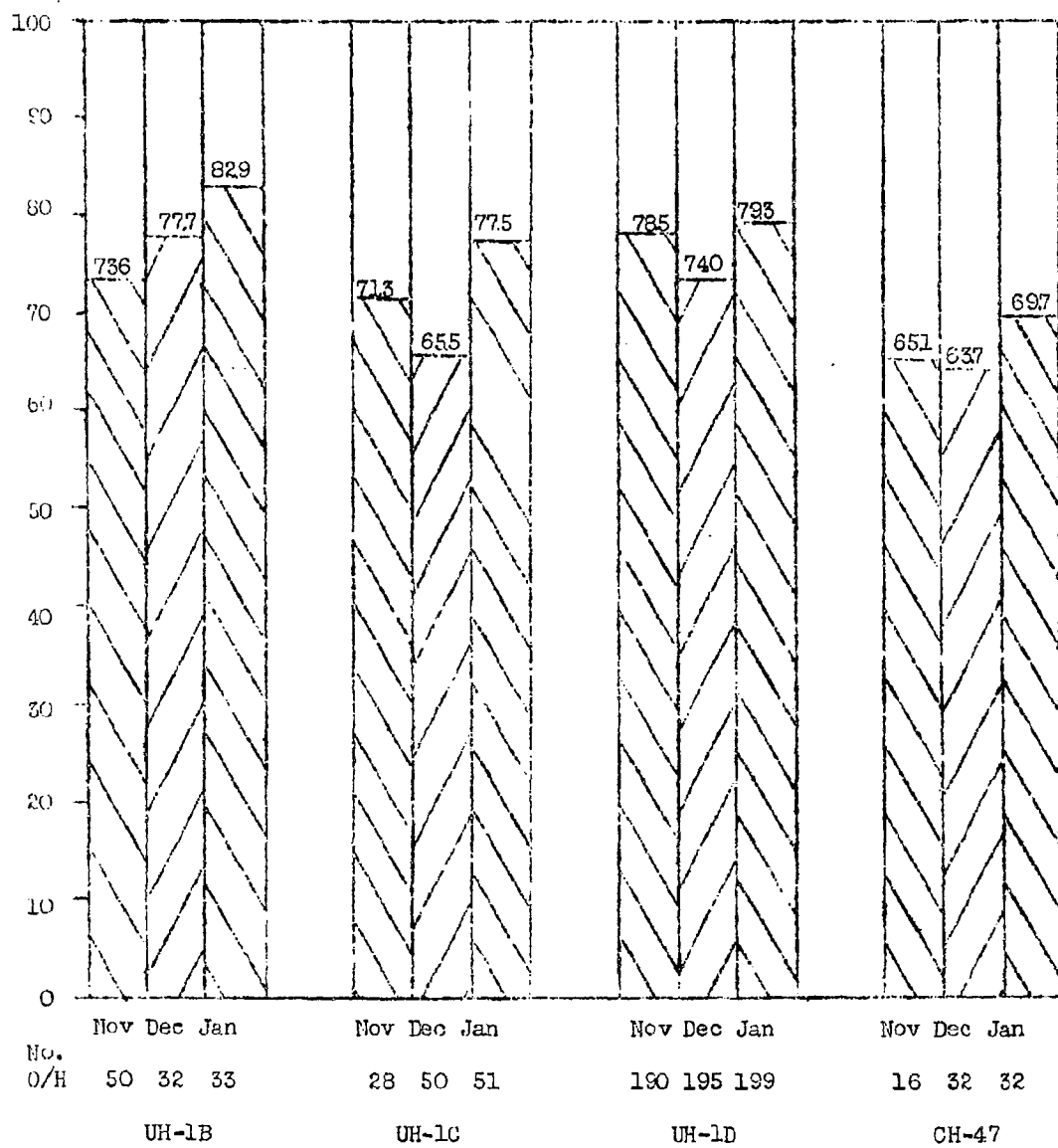
AVERAGE FLYING HOURS BY TYPE AIRCRAFT

FIXEDWING

Incl 5

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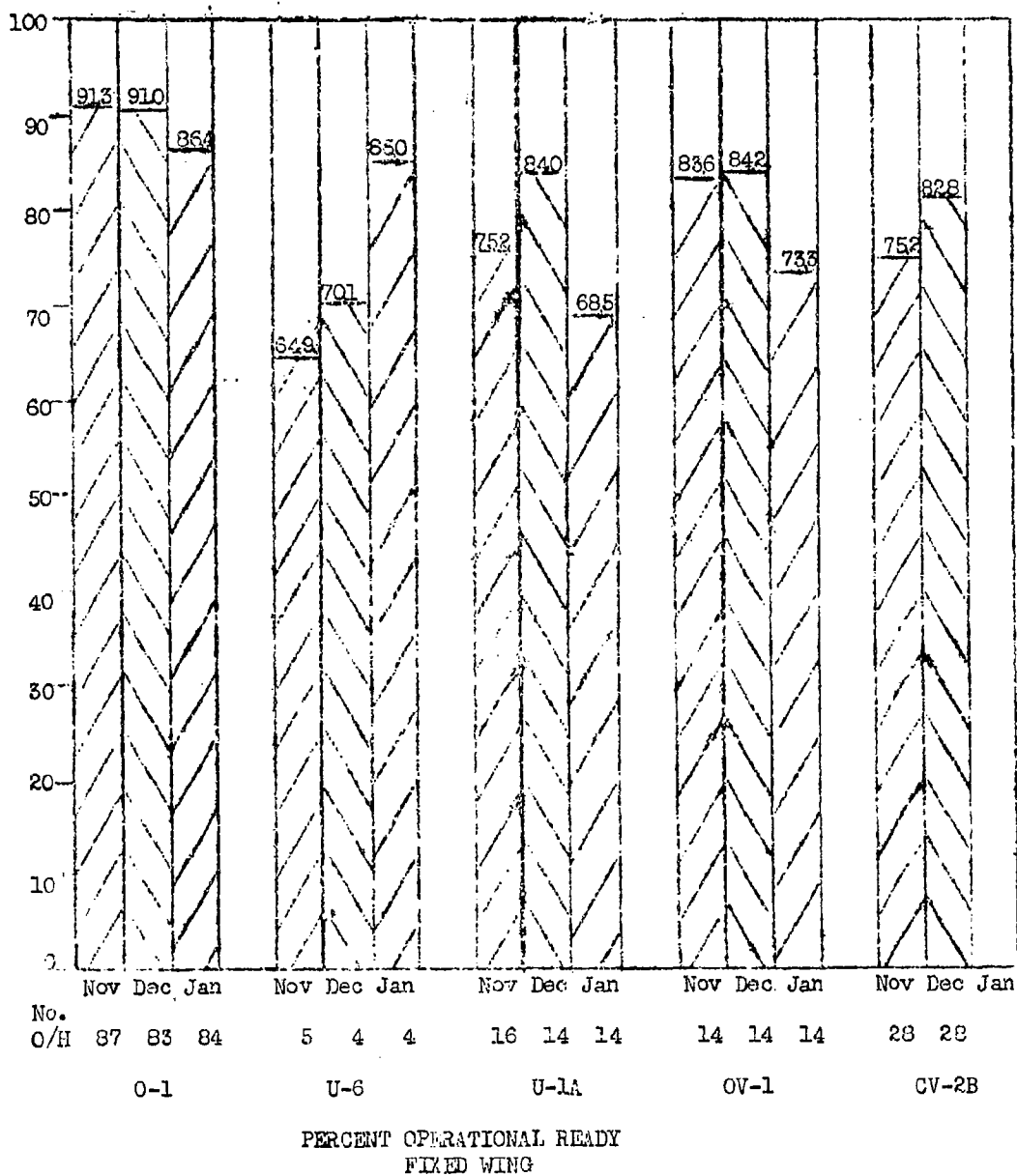


PERCENT OPERATIONAL READY  
ROTARY WING

Incl 6

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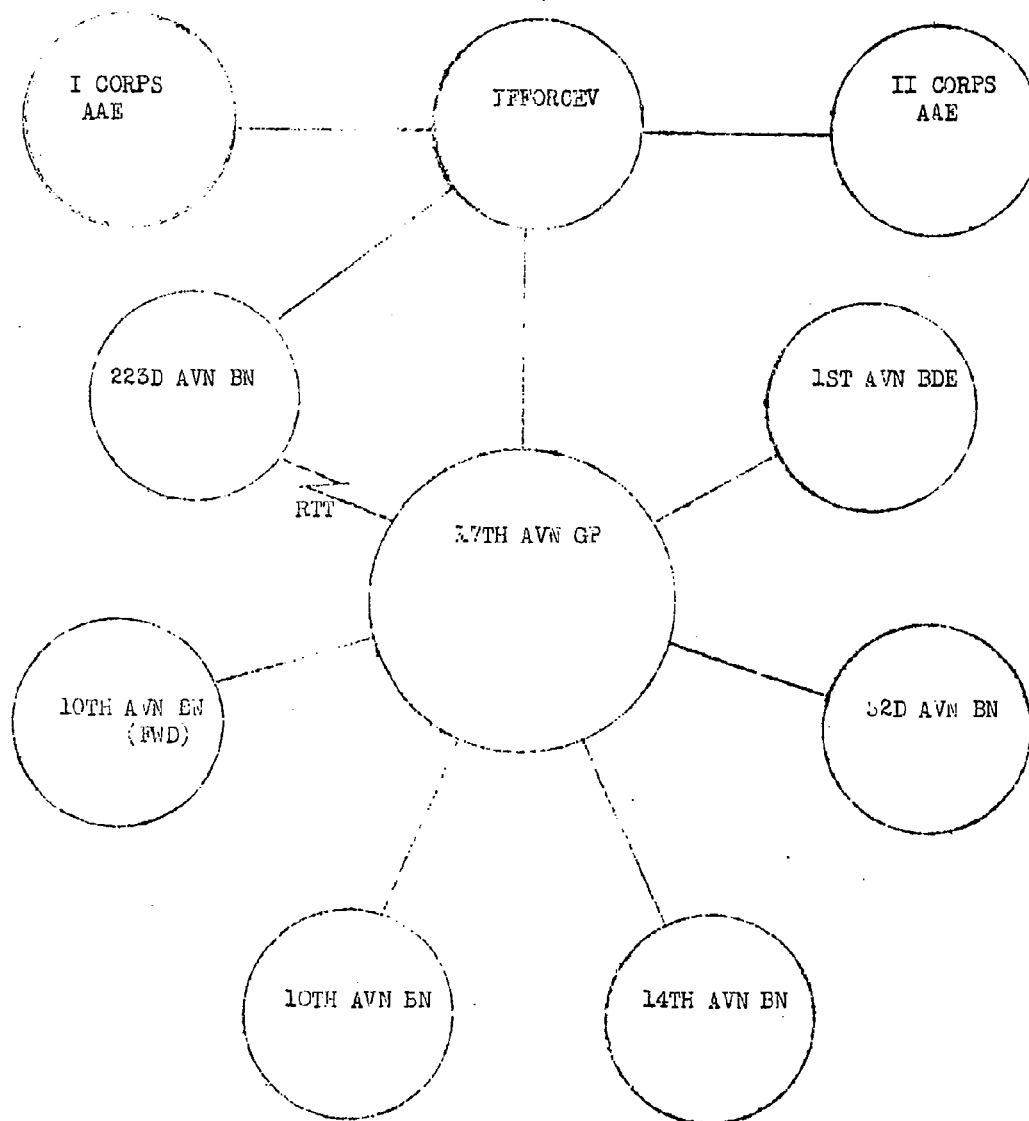


Incl 7

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NOTE: All Circuits Secured with Cryptographic Equipment

Incl 8

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# CONFIDENTIAL

DEPARTMENT OF THE ARMY  
HEADQUARTERS 17TH COMBAT AVIATION GROUP  
APO San Francisco 96240

SUBJECT: Accident Reporting Guide

1. This guide is intended to clarify reporting requirements by type of occurrence. It provides quick reference to regulations for use by the unit Safety Officers.

	DA/RPT 193	CFM	232 INVEST	#INVEST OFFICER	2397 BOARD	232 HIT RPT
Acft hit by hostile fire Not Down	NO	NO	NO	-----	NO	YES
Acft hit by hostile fire Down, NLD	YES	FJM	NO	-----	NO	YES
Acft hit, Down LD (MIN or MAJ) No Fatalities	YES	YES	YES	1	NO	YES
Acft hit, No Damage Fatality	YES	NO	YES	1	NO	YES
Acft hit, down LDG Damage Fatality	YES	YES	YES	1	NO	YES
Acft Down, MIN, MAJ Damage No Fatality	YES	YES	YES	1	NO	NO
Acft Down, MIN, MAJ Damage with Fatality	YES	YES	NO	4	YES	NO
Acft, INDID, P/L, F/L	NO	YES	NO	-----	NO	NO
Missing Acft	YES	YES	NO	4	YES	NO

2. REMARKS: All CEM are priority messages. CEM classified FOUO on accidents involving fatalities downgraded after three days. Downed Aircraft Reports (Form 193) are submitted telephonically to the 17TH Combat Aviation Group Safety Office. Telephone "Eagle Safety" or Nha Trang 3188.

\*NOTE: DA/RPT - Downed Aircraft Report (Form 193)  
CEM - Crash Facts Messages  
NLD - No Landing Damage  
LD - Landing Damage  
MIN - Minor Damage to Aircraft  
P/L - Precautionary Landing  
F/L - Forced Landing

Incl's

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# CONFIDENTIAL

STATION LIST  
17TH AVIATION GP -- ASSIGNED -- ATTACHED  
(as of 14 Jan 67)

UNIT	LOC	REMARKS, CHANGES AND/OR CORRECTIONS
HQ 17th Cbt Avn Gp	NHA TRANG	
HHC, 17th Cbt Avn Gp	NHA TRANG	
<hr/>		
10th Cbt Avn Bn	DONG BA THIN	
HHC	DONG BA THIN	
238th FA Det (Radar)	DONG BA THIN	*
48th Aslt Hel Co	PHAN RANG	
286th Med Det	PHAN RANG	
279th SC Det (Avionics)	PHAN RANG	
390th TC Det (Heptr FM)	PHAN RANG	
117th Aslt Hel Co	DONG BA THIN	
130th Med Det	DONG BA THIN	
256th SC Det (Avionics)	DONG BA THIN	
140th TC Det (Heptr FM)	DONG BA THIN	
129th Aslt Hel Co	DONG BA THIN	
433d Med Det	DONG BA THIN	
296th SC Det (Avionics)	DONG BA THIN	
394th TC Det (Heptr FM)	DONG BA THIN	
180th Aslt Spt Hel Co	DONG BA THIN	
403d TC Det (Heptr FM)	DONG BA THIN	
281st Aslt Hel Co	NHA TRANG	
499th SC Det (Avionics)	NHA TRANG	
483d TC (Heptr FM)	NHA TRANG	
<hr/>		
14th Cbt Avn Bn	AN SON	
HHC	AN SON	
161st Aslt Hel Co	AN SON	
756th Med Det	AN SON	
449th SC Det (Avionics)	AN SON	
406th TC Det (Heptr FM)	AN SON	
174th Aslt Hel Co	AN SON	
452d SC Det (Avionics)	AN SON	
409th TC Det (Heptr FM)	AN SON	
282d Aslt Hel Co	DA NANG	
504th SC Det (Avionics)	DA NANG	
484th TC Det (Heptr FM)	DA NANG	
196th Aslt Spt Hel Co	AN SON	****
610th TC Det (Heptr FM)	AN SON	****
546th Med Det	AN SON	Not in Country
<hr/>		
52d Cbt Avn Bn	PLEIKU	
HHC	PLEIKU	

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## CONFIDENTIAL

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UNIT	LOG	REMARKS, CHANGES AND/OR CORRECTIONS
52d Security Plt	PLEIKU	
8th Inf Det (Radar)	PLEIKU	
Hqs, 1/125th Air Tfc Con Co	PLEIKU	***
119th Aslt Hel Co	PLEIKU	
94th Med Det	PLEIKU	
70th SC Det (Avionics)	PLEIKU	
545th TC Det (Hepttr FM)	PLEIKU	
155th 1st Hel Co	BAM ME THOUT	
8th Med Det	BAM ME THOUT	
208th SC Det (Avionics)	BAM ME THOUT	
165th TC Det (Hepttr FM)	BAM ME THOUT	
255th QM Det (Petr1)	BAM ME THOUT	**
170th Aslt Hel Co	PLEIKU	
755th Med Det	PLEIKU	
448th SC Det (Avionics)	PLEIKU	
405th TC Det (Hepttr FM)	PLEIKU	
179th Aslt Spt Hel Co	PLEIKU	
402d TC Det (Hepttr FM)	PLEIKU	
<hr/>		
223d Cbt Spt Avn Bn	QUI NHON	
H7C	QUI NHON	
18th Util Airplane Co	QUI NHON	
163d Med Det	QUI NHON	
256th TC Det (Ar Acft RP)	QUI NHON	
131st Survl Airplane Co	HUE PHU BAI	
183d Recon Airplane Co	DONG BA THIN	
2/74th Cbt Avn Co	DONG BA THIN	**
219th Recon Airplane Co	PLEIKU	
220th Recon Airplane Co	HUE PHU BAI	
134th Med Det	HUE PHU BAI	
231st SC Det (Avionics)	HUE PHU BAI	
Det B, 1/125 Air Tfc Con Co "		***

\* Attached for Admin and Cog  
 \*\* Attached for Oper, Rats and Qtrs  
 \*\*\* Attached for Log, Rats and Qtrs  
 \*\*\*\* Advance Party In Country 21 Jan 67

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# CONFIDENTIAL

# CONFIDENTIAL

AVBA-C (12 Feb 67) 1st Ind  
SUBJECT: Operational Report - Lessons Learned for Quarterly Period  
Ending 31 January 1967. (ECS CSFOR-65) (U)

HEADQUARTERS, 1ST AVIATION BRIGADE, APO 96307 FEB 24 1967

TO: Department of the Army, Assistant Chief for Force Development,  
Washington D. C. 20310

1. (U) This headquarters has reviewed the Operational Report -  
Lessons Learned for the period ending 31 January 1967 from Headquarters,  
17th Combat Aviation Group.

2. (C) Pertinent comments are as follows:

a. Reference section 1, paragraph 5a (1), page 5: A project was  
initiated during 3rd quarter, FY-66 to obtain 44 command communications  
packages (each including 1 radio set AN 1 MRC-95) and 12 radio sets  
AN/TRC - 147 (Callins HF 113). The project was approved during the 4th  
quarter, FY-66 with delivery scheduled for December 1966. Delivery of  
this equipment has been repeatedly delayed by the Commodity Command.  
Command emphasis by Headquarters, USARV is required to expedite shipment  
of these resources.

b. Reference section 1, paragraph 6b, page 6: A command letter  
has been forwarded to the Surgeon General informing him of the problems  
in aviation medicine in Vietnam. The problem created by geographical  
dispersion of companies was discussed and additional Flight Surgeons  
were requested to alleviate this urgent situation.

c. Reference part 1, observations, paragraph 1b, page 8:  
This headquarters has encouraged the group headquarters to eliminate  
rotational humps by instituting various personnel management techniques.  
Requisitioning procedures at all levels are being closely examined to  
insure timely arrival of all necessary skills. Improvement should be noted  
in the near future. TDY technical inspectors, the most critical skill  
level shortage, will span the gap until replacements arrive in-country.  
TDY starts in March 1967.

d. Reference part 1, observations, paragraph 2b, page 8:  
An ENSURE has been submitted by USARV to initiate a project to develop  
a UHF D/F capability for UH-1 aircraft. This project has been approved  
by DA. Expected date of receipt in RVN is unknown.

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DOD DIR 5200.10

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AVBA-C

SUBJECT: Operational Report - Lessons Learned for Quarterly Period  
Ending 31 January 1967. (RCS CSFOR-65) FEB 24 1967

e. Reference part I, observations, paragraph 4c, page 10:  
The 34th GS Group is taking the necessary action to expedite the receipt and distribution of the MWO kits. Twenty five (25) kits were received and issued on or about 10 February 1967. One hundred and forty (140) kits are due in Vietnam within the next month.

f. Reference part II, recommendations, paragraph 2a, page 12:  
Same as comment contained in paragraph 2a above.


g. Reference part II, recommendations, paragraph 2b, page 12:  
This headquarters and Headquarters, USARV have recognized the urgent need for aircrew personnel to receive jungle survival training prior to arrival in-country. Headquarters, USARV has initiated a request to DA to accomplish this goal. In the interim, we are sending flight crews to the PACAF Jungle Survival School located at Clark AFB in the Philippines. We have also requested additional spaces to the Navy Survival School at Subic Bay in the Philippines.

h. Reference part II, recommendations, paragraph 5, page 13:  
Concur with the stated requirement for sole user voice and teletype circuits between aviation elements. In order to fully exploit the rapid mobility offered by aviation units, rapid responsive command and control circuits are required. Overall circuit planning requirements have been submitted to Headquarters, USARV, and special requirements are submitted, on an as required basis. Priority equal to that granted to combat units should apply to the aviation units which support them.

i. Reference part II, recommendations, paragraph 3b, page 13:  
This headquarters has organized a new briefing team which will begin briefing tours in March 1967.

FOR THE COMMANDER:

10 Incl  
nc

  
J. M. GREETHAM  
Captain, AGC  
Asst AG

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EOD EIR 5200 10

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AVFA-GC-OT (12 Feb 67) 2d Ind  
SUBJECT: Operational Report for Quarterly Period Ending 31 Jan 67 (U)

Headquarters, I Field Force Vietnam, APO 96350 26 FEB 1967

TO: Assistant Chief of Staff for Force Development, Washington, D. C.  
20310

1. (U) This headquarters concurs with the contents of the enclosed Operational Report for Quarterly Period Ending 31 Jan 67, with the following exceptions.

2. (C) Reference Part II - Recommendations:

a. Paragraph 2a: The need does exist for an improved homing device for UH-1 aircraft. However, it is considered more feasible to develop or install another device rather than attempt to modify the RDF device which is currently employed. As an interim measure, the current RDF device could be equipped with a converter that would permit operation on the UHF guard frequency (243.0).

b. Paragraph 2b: Attendance at Jungle Survival School prior to arriving in-country would eliminate the necessity of disrupting a pilots tour to send him to school for minimum period of seven days.

c. Paragraph 3a: This headquarters is providing the maximum support possible to the Republic of Korea Forces Vietnam Field Command. This is comparable to one airmobile company on a daily basis. Consideration should be given to forming a modified corps-type aviation company to support the Republic of Korea Forces Vietnam Field Command.

d. Paragraph 3b: In view of increase command emphasis on combined and coordinated operations with ARVN and other FVMAF, STOH orientations and briefings are considered essential to insure efficient and cohesive operations. Employment of critically short aviation assets continue to be a matter of command interest.

e. Paragraph 4c: The deficiency which necessitates installation of MWO 55-1520-211-30/14 kits on 1964 and 1965 series UH1C aircraft is of such a nature that the kits should be made available with the least practical delay.

f. Paragraph 5: Three sole user circuits between group and battalion headquarters are required. However, circuit availability will not always allow the establishment of all required circuits. The concept of circuitry between battalion headquarters operating in a field location and a base camp is not practicable. There are not sufficient circuits available in RVN to support sole user requirements of this type.

*Downgrade! at 3 year Intervals*  
*Declassify after 12 years*  
DOD DIR 5200.10

**CONFIDENTIAL**

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**CONFIDENTIAL**

26 FEB 1967

AVFA-GC-OT

Subject: Operational Report for Quarterly Period Ending 31 Jan 67 (U)

The concept of battalion base camps is highly speculative. If the requirement is valid, the aviation unit should submit an MTOE to provide sufficient organic HF radio equipment to meet this requirement.

FOR THE COMMANDER:

  
CHARLES L. JOHNSON  
CC

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AVHGC-DST (14 Feb 67)

2d Ind

SUBJECT: Operational Report-Lessons Learned for the Period Ending  
31 January 1967 (RCS CSFOR-65) (U)

HEADQUARTERS, UNITED STATES ARMY VIETNAM, APO San Francisco 96307 10 MAY 1967

TO: Commander in Chief, United States Army, Pacific, ATTN: GPDP-OT  
APO 96558

1. This headquarters has reviewed the Operational Report-Lessons Learned for the period ending 31 January 1967 from Headquarters, 17th Combat Aviation Group as indorsed.

2. Pertinent comments follow:

a. Reference paragraph 5a(1), page 5, and paragraph 2a, 1st indorsement, concerning shortages of communications equipment: The program cited in paragraph 2a, 1st Indorsement is a DA approved program. Expected delivery date of equipment is September 1967. This headquarters is attempting to obtain an accelerated delivery date. The standardized single side band family of radios is currently being introduced into RVN. There are insufficient assets available world-wide to build in-country depot stocks, a prerequisite for issuing equipment in excess to unit TOE authorization. Initial delivery of the AN/VSC-2 SSB radios with teletypewriter capability is scheduled during 4th Quarter FY 67. This headquarters is developing distribution plans for these assets.

b. Reference paragraph 6b, page 6; paragraph 6a, page 11; and paragraph 2b, 1st indorsement, concerning a shortage of flight surgeons: There is a command-wide shortage of flight surgeons. This matter has been brought to the attention of DA representatives.

c. Reference paragraph 2b, page 8; paragraph 2a, page 12; and paragraph 2d, 1st indorsement, concerning the requirement for a UHF direction-finding capability for UH-1 aircraft: Project ZYR presently in effect includes retrofit installation of AN/ARC 51BX UHF radios in all aircraft assigned to RVN. The AN/ARA 50, an add-on device compatible with the AN/ARC 51BX, gives the desired homing capability. An ENSURE request was submitted by this headquarters on 13 October 1966 for the AN/ARA 50 on the basis of 100% of all medical evacuation aircraft, 100% CH-54 aircraft, 100% CH-47 aircraft, and 15% UH-1 aircraft. It is anticipated that installation will begin in July 1967. Additionally, every Army aircraft in RVN has a presently installed FM homing capability in the form of either the AN/ARC 44 FM radio, which employs an aural presentation, or the newer AN/ARC 54 FM radio, which employs visual presentation.

AVHGC-DST (14 Feb 67)

2d Ind

SUBJECT: Operational Report-Lessons Learned for the Period Ending  
31 January 1967 (RCS CSFOR-65) (U)

d. Reference paragraph 2c, pages 8 and 9; paragraph 2b, page 12; and paragraph 2g, 1st indorsement, concerning crew training: Currently USARV is receiving 15 quotas per month for training of flight crews at the PACAF Jungle Survival School (PJSS) at Clark AFB, Philippines. This school will be utilized as an interim measure until pilots and crews can be trained in survival and escape and evasion prior to arriving in-country. The PACAF and USN have established this training as a prerequisite to being assigned to duty in RVN. Recommend higher headquarters place emphasis on establishing a similar prerequisite for subject training of flight crews prior to their assignment to USARV units.

FOR-AN

e. Reference paragraph 5a, page 11; paragraph 5, page 13; and paragraph 2h, 1st indorsement, concerning the requirement for sole-user telephone and teletype circuits: Circuit requirements for the 17th Combat Aviation Group are under study by this office. Programmed requirements are being submitted to MACV for validation. Current requirements are being processed as circuit requests to MACV for activation.

f. Reference paragraph 3a, page 9, and paragraph 3a, pages 12 and 13, concerning aviation support for Republic of Korea infantry divisions: Recommended action is not within the purview of this headquarters. Recommend unit comments be brought to the attention of appropriate agencies for consideration.

g. Reference paragraph 3b, page 9; paragraph 3b, page 13; and paragraph 2i, 1st indorsement, concerning FMAF briefings: Concur with action reported by 1st Aviation Brigade in 1st Indorsement.

h. Reference paragraph 4a, page 10, concerning shipment of supplies through aerial ports: Transportation Movement Agency ATCO's coordinate daily with Air Force aerial port personnel in order to maintain a constant record of Army offered cargo. Maximum effort is exerted to preclude losses and a system of security checks for cargo at aerial ports exists. A system to determine in-flight losses seems superfluous since losses are rare. Emphasis is best placed on proper documentation of cargo to minimize misshipments and cargo loss.

JV

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AVHGC-DST (14 Feb 67)

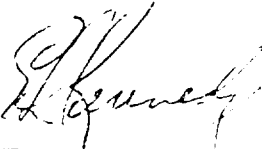
2d Ind

SUBJECT: Operational Report-Lessons Learned for the Period Ending  
31 January 1967 (RCS CSFOR-65) (U)

i. Reference paragraph 4c, pages 10 and 11; paragraph 4c, page 13; and paragraph 2e, 1st indorsement, concerning collective friction collet assembly: The requisition of MWO kits by the unit was processed as a routine requirement; however, in view of the difficulty reported by the 17th Combat Aviation Group, action is being taken to expedite the receipt of these kits. SMO

FOR THE COMMANDER:

1 Incl  
nc

  
E. L. KENNEDY  
CPT, AGC  
~~Adj~~ Adjutant General

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